

ENVISION BREWSTER AND THE MID-HUDSON REGIONAL SUSTAINABILITY PLAN

Why Apply the Mid-Hudson Regional Sustainability Plan?

The Mid-Hudson Regional Sustainability Plan can be used as a guidance document to “provide project ideas, best practices, objectives and targets, as well as baseline information that can be incorporated into comprehensive plans, management plans, zoning, and other planning and strategy documents.”¹

Local governments can gain substantial benefits by integrating the Plan’s contents into their decisions and activities. Some of these benefits include, accessing State funding, saving municipal dollars, accessing technical assistance, and establishing more livable communities that spur economic growth.

“Local government participation in the plan [Mid-Hudson Regional Sustainability Plan] will likely lead to the creation of more livable neighborhoods and communities that will retain existing residents and businesses while attracting new citizens and economic opportunities”²

How Does the Plan fit into Envision Brewster?

The public engagement and participation process for the Village of Brewster’s Comprehensive Plan update has provided a guideline for this document. It focuses on community objectives that have been pulled directly from what the public would like to see in the future growth of the Village of Brewster. Most of the objectives provided by the public focus on making the Village of Brewster a more livable community that spurs economic growth.

Livable neighborhoods or communities share a number of common characteristics such as having a mix of land uses, provide housing choice options, create streets that are pedestrian and bike friendly, provide multiple public transit opportunities, support development that is energy efficient, allow for aging in place, offer opportunities for education, employment, civic engagement and recreation.

“In 2012, Phase II of the Cleaner, Greener Communities program will provide funding on a competitive basis for implementation projects that contribute to the achievement of the goals identified in the Mid-Hudson Regional Sustainability Plan. As such, a critical responsibility of the sustainability entity will be to identify existing, proposed, or potential projects that conform to one or more of the Plan’s Implementation Priorities or Enabling

¹ MID- HUDSON REGIONAL SUSTAINABILITY PLAN IMPLEMENTATION GUIDANCE DOCUMENT, LAND USE LAW CENTER AT PACE LAW SCHOOL 9 (2013).

² MID- HUDSON REGIONAL SUSTAINABILITY PLAN IMPLEMENTATION GUIDANCE DOCUMENT, LAND USE LAW CENTER AT PACE LAW SCHOOL 12 (2013).

Strategies and then to pursue funding for those projects based upon the parameters of Phase II (which parameters are currently being established). “³

Report Organization

This report can be used as a tool to integrate the goals and objectives of the Mid-Hudson Regional Sustainability Plan into the Village of Brewster’s Comprehensive Plan Update. The report focuses on topics that were brought up during the Community Participation Process by the public. The report begins with a brief overview of how the current Comprehensive Plan addresses the topic, it then focuses on how the Mid-Hudson Regional Sustainability Plan suggests addressing the topic. This is supplemented with the recommendations set forth in the Mid-Hudson Regional Sustainability Plan Implementation Guidance Document, and is then followed by a brief summary highlighting the available opportunities to implement the objectives of the Mid-Hudson Sustainability Plan into the Comprehensive Plan Update for each specific topic. This report also provides links to guidance tools and documents to aid in addressing these topics and issues in model comprehensive plan language.

Built Environment

The Built Environment Chapter of Brewster’s Comprehensive Plan focuses on the Village’s ability to capitalize on the combination of the wealth of open space, the walkable scale of the community, and the presence of historic properties in the Village. This section focuses on Recreation and Parks, Urban Design, Access, Circulation, and Historic Properties. The urban design, Access, and Circulation portion deals with focusing on pedestrian friendly design, improved traffic flow, and providing a general connectivity to the center of the Village from the surrounding residential areas.⁴

1. *Buildings and Landmarks*: Preservation and revitalization of historic buildings and landmarks.

A. Current Comprehensive Plan

Objective: To gain an understanding of the unique character of the built environment, and to use this knowledge towards enhancing the quality of life within the Village of Brewster. To furthermore assess the built environment with particular reference to urban design, parks, open space, and historic assets.⁵

³ MID- HUDSON REGIONAL SUSTAINABILITY PLAN IMPLEMENTATION GUIDANCE DOCUMENT, LAND USE LAW CENTER AT PACE LAW SCHOOL 15 (2013).

⁴ THE BREWSTER MASTER PLAN, CHAPTER 1 INTRODUCTION (2004).

⁵ THE BREWSTER MASTER PLAN, CHAPTER 1 INTRODUCTION (2004).

Historic districting

Preservationists have come to believe that preservation of the built environment offers a community a sense of continuity, a record of changing visions and values, while the presence of historic structures adds complexity and richness that would be missing if an area's building stock were entirely modern.¹⁹ The National Trust for Historic Preservation (NTHP) offers broad guidelines for helping communities to determine whether their building stock is worthy of preservation. According to NTHP, some buildings are important architecturally and aesthetically, and our communities would be less attractive without them. Others are worth saving because they still have potential for good use, including innovative adaptations to new uses. Lastly, some places are worth saving because they offer us an important link to a past that might otherwise be forgotten. Fortunately, Brewster's historic properties are rich in all three of these elements.⁶

Studies conducted in neighborhoods around the country have shown that creating historic districts and protecting historic Main Streets has had the capability of enhancing and stabilizing property values in such areas. In this way, it might truly benefit the Village of Brewster, economically as well as culturally, to consider creating a historic district within the limits of the municipality.⁷

Enhance the connection between Main Street and the Walter Brewster House.

This historic house, in its location up on a hill, is a natural visual focal point from Main Street and other areas in the Village. The connection between this landmark and Main Street can be enhanced further to invite pedestrians.

- The existing stairs would be constructed similar to those shown in the visual. (See Walter Brewster House image below.) This etching from the mid-1800's depicts a similar connection from Main Street to the Walter Brewster House.
- The lawn of the property would be converted into a gathering/park space, by adding benches and landscaping elements. To make the Walter Brewster House a destination for Village residents and tourists, the Village can work with the Landmark Preservation Society of Southeast in order to encourage year-round staffing.⁸

Creating Historic and Environmental Connections.

Assessed one by one, it is difficult to grasp the unique character of Brewster's historic buildings. Therefore, residents are unlikely to understand the value of a series of individual structures as a cultural resource worthy of preservation. If viewed as a cohesive group, it is likely that people will come to recognize the wealth of historic structures as valuable, and important to maintain for future generations.⁹

The Village of Brewster should work with the Brewster Public Library, Brewster Project, and the historic preservation constituency within the Village to produce marketing

⁶ THE BREWSTER MASTER PLAN 112 (2004).

⁷ THE BREWSTER MASTER PLAN 113 (2004).

⁸ THE BREWSTER MASTER PLAN 133 (2004).

⁹ THE BREWSTER MASTER PLAN 135 (2004).

materials for the public. A walking tour would take people on a “step-by-step” journey of the Village’s past, present, and future. Materials would show locations of specific properties, the dates of construction, and historical background. The list of properties that might be included are:

- Brewster Train Station (Year Built: 1931) – Railroad Avenue
- First National Bank of Brewster / Southeast Town Hall (1875) – 1 Main Street
- Old Southeast Town Hall / Southeast Museum Building (1896) – 67 Main Street
- Southeast House (c. 1890) – 52 Main Street
- Brewster Presbyterian Church (1886) – 110 Main Street
- Brewster Public Library (1932) – 79 Main Street
- Putnam County Savings Bank / Comstock Building (1911) – Main Street
- Cameo Theater (1938) – 63 Main Street
- First Methodist Church (1863) – 83 Main Street / 34 Marvin Avenue
- Walter Brewster House (1850) – 43 Oak Street (hopefully to be accessible via Main Street)
- Saint Andrews Episcopal Church (1901) – 26 Prospect Street
- The New York Milk Condensery (1879) – Junction of Route 6 and Route 22¹⁰

Additionally, watershed education could be a focus of the tour. The creation of a link to the park below Marvin Avenue will facilitate the opportunity to increase knowledge of the watershed and its importance. With educational signage about the history of the watershed and the Village of Brewster’s unique role in conservation, this would help link increased environmental awareness with culture and recreation.¹¹

Publication of such a guide could be distributed via the Metropolitan Transit Authority (MTA), the Putnam County Visitor’s Bureau, and the Village Offices. Creating a cohesive program for the Village’s historic properties could serve as an economical way to highlight and market the Village’s rich history, attracting visitors. Village residents would take increased pride in their own built heritage, and would therefore be more likely to preserve it for future generations. Providing easier access along the North/South corridor would benefit the Village of Brewster immensely, as it would reestablish its uniqueness and importance, as well as make a connection to its past, present, and future.¹²

Analyze historic districting option.

There are several reasons for the Village to consider historic districting. Some buildings are important architecturally and aesthetically, and the community would be less attractive without them. Others are worth saving because they maintain potential for good use, including innovative adaptations to new uses. Lastly, some places are valuable because they offer an important link to a past that might otherwise be forgotten. Brewster’s historic properties are rich in all three of these elements, becoming even more valuable when considered as a cohesive unit. Studies conducted in neighborhoods around the country

¹⁰ THE BREWSTER MASTER PLAN 136 (2004).

¹¹ THE BREWSTER MASTER PLAN 136 (2004).

¹² THE BREWSTER MASTER PLAN 136 (2004).

have shown that creating historic districts and protecting historic Main Streets has had the capability of enhancing and stabilizing property values in such areas. Consequently, it would be of economical and cultural benefit for the Village to consider creating a historic district.¹³

It is recommended that the Village of Brewster undertake a study of the potential benefits of creating a Brewster Historic District. The Village could collaborate with the Landmarks Preservation Society of Southeast and the Southeast Museum in any such endeavor - the former for its expertise regarding the benefits of landmarking, and the latter for its extensive knowledge of the Village history. The National Trust for Historic Preservation (NTHP) offers extensive resources to people and communities interested in all degrees of historic preservation. One valuable resource provided by the NTHP is the Dollar & Sense publications, a series of reports that summarize the effects of historic districting on issues ranging from property values to retail sales, in historic areas around the country. These publications can serve as good a starting point for any study on the potential of creating a historic district. The Village can use these case studies as a comparison to conditions in their own neighborhood, to begin considering whether historic districting might be in its best economic and cultural interest.¹⁴

Conduct follow-up on other solutions

Other recommendations for enhancing the connection between historic properties, the environment, and the Village include the following. These recommendations would require additional funding and may be considered for future improvements.

- A signage system detailing properties and places of interest around the Village. . A competition for sign design presents an additional opportunity to encourage interest.
- Take the walking tour brochure to the next level, much like the Boston's famous "Freedom Trail." The "Freedom Trail" is a series of 16 sites that recall Boston's important role in the American Revolution, which are connected through a red brick line inlaid right into the ground. Brewster could implement a similar trail to enhance the accessibility and cohesiveness of its own historic properties.¹⁵

B. The Mid-Hudson Regional Sustainability Plan

Deep Energy Retrofits of Historic Buildings: As recommended by Sustainable Hudson Valley, historic buildings should be targeted for deep energy retrofits. This project would seek to renovate many of the Region's historic buildings, as part of a wider Community Energy District program (see Chapter 5), turning them into shining beacons of energy efficiency. These renovations would work to combine the old and the new by maintaining the historic look and feel of these buildings while still increasing their energy efficiency.¹⁶

¹³ THE BREWSTER MASTER PLAN 136-37 (2004).

¹⁴ THE BREWSTER MASTER PLAN 137 (2004).

¹⁵ THE BREWSTER MASTER PLAN 137-38 (2004).

¹⁶ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-7 (2013).

C. Mid-Hudson Regional Sustainability Plan Implementation Guidance Document

- Identify historic areas and landmarks and adopt historic preservation ordinance
- Develop and implement a program that could “Green” historic buildings ¹⁷

Summary:

The Village of Brewster’s Comprehensive Plan has identified historic areas and landmarks and has made recommendations that align well with the Mid-Hudson Regional Sustainability Plan. The information that is provided in the current plan can be used to formulate clear goals and objectives to be integrated into the Comprehensive Plan update that would implement the Mid-Hudson Regional Sustainability plan’s ideas. However, there is an opportunity to renovate the historic buildings and landmarks so that it would increase sustainability with deep energy retrofits. The historic value of Brewster’s buildings and landmarks also speaks to the Mid-Hudson Regional Sustainability Plan’s goal of the potential for tourism that promotes sustainable development. This idea is discussed in further detail below, in the tourism section of the Economic and Community Development portion of this report.

To see an example of a historical preservation chapter of a comprehensive plan, see <http://www.fairfaxcounty.gov/dpz/comprehensiveplan/policyplan/heritage.pdf>. (Fairfax County’s Heritage Resource policy plan).

2. Attractiveness: (Urban Design) Creation of a pedestrian friendly, walkable community, with well-maintained sidewalks, focused on beatification and the revitalization of downtown Main Street.

A. Current Comprehensive Plan

Sidewalk improvements.

Improved sidewalks and pedestrian accessibility should be fostered along existing streets that connect Main Street to Marvin Avenue (Park Street, Wilkes Street and eastern portions of Marvin Avenue). A Capital Improvement Program (see the Infrastructure: Region section below), if implemented, seeks to enable the widening of existing sidewalks to a minimum of 6 feet of unobstructed pedestrian access on at least one side of the road. A preferred sidewalk width in an area of pedestrian activity is 12 feet, at least 6 feet of which would be clear from obstructions. This width allows two pedestrians to walk side by side or to pass each other comfortably. In difficult situations where road width cannot be narrowed, a minimum of 8-foot sidewalks is recommended. Institute of Traffic Engineers (ITE) recommends a minimum width of 5 feet for a sidewalk or walkway, and there should be wider widths in areas that expect more pedestrian traffic.⁴ Taking into consideration any narrowness of street width, as well as encouraging more pedestrian traffic, the Studio

¹⁷ MID- HUDSON REGIONAL SUSTAINABILITY PLAN IMPLEMENTATION GUIDANCE DOCUMENT, LAND USE LAW CENTER AT PACE LAW SCHOOL 26 (2013).

recommends a minimum of 6-foot sidewalks along the streets that connect Marvin Avenue to Main Street.¹⁸

Construct pedestrian enhancements

Continuous sidewalks should exist along the length of Main Street, - from Markel Park along North Main, through the commercial center, to the most eastern portion of East Main Street. Many sidewalks already exist along the length of this corridor. However, the existing sidewalks are often located on alternating sides of the road and are not connected throughout. Sidewalks are entirely absent at other points along Main Street, particularly where they have been eliminated in favor of storefront parking. Many are broken and in need of repair. As recommended by the National Center for Bicycling and Walking (NCBW), a continuous network of good sidewalks is vital for encouraging more pedestrian activity. NCBW recommends that sidewalks be added where missing on both sides of the street, or on at least one side of local streets. Currently, there are minimum widths for pedestrian safety, accessibility and enjoyment. Consistent with our idea that main Street should attract and embrace pedestrians.

Crosswalks.

At places where the existing sidewalks are continuous, but on alternating sides of Main Street, crosswalks could be improved to facilitate a safe pedestrian environment with the inclusion of more visible signage or a flashing light. Crosswalks serve as a traffic calming measure, and enable pedestrians to cross safely from one side of the street to the other. The addition of safe crosswalks encourages pedestrians to use the existing sidewalks rather than walk in the right of way.¹⁹

Sidewalk upgrades and replacements.

A sidewalk replacement plan to upgrade and replace existing sidewalks is an important part of a Capital Improvement Program. Such sidewalk improvements would increase pedestrian safety, comfort, and utilization of Main Street. Details of the recommended Capital Improvement Program are provided in the Finance: Village section of this document.²⁰

Regulate sidewalks through zoning.

The elimination of sidewalks in favor of storefront parking has led to discontinuity in sidewalks and streetwall at particular locations along Main Street. This situation discourages pedestrian activity and access to these areas in favor of vehicles. The Village could include language within the Village Zoning Code that prohibits or discourages vehicular oriented setbacks for new construction (residential or commercial) along Main Street. Zoning code proposals including examples from other localities are detailed in the Zoning: Main Street section of this document.²¹

¹⁸ THE BREWSTER MASTER PLAN 128 (2004).

¹⁹ THE BREWSTER MASTER PLAN 129 (2004).

²⁰ THE BREWSTER MASTER PLAN 130 (2004).

²¹ THE BREWSTER MASTER PLAN 130 (2004).

Create a location for secure bicycle parking on Railroad Avenue.

Currently, bicycle traffic is not readily apparent on the roadways around the train station. However, given the suggestion for improved regional connections with the Putnam and Hudson Valley bicycle and pedestrian trails, there may be greater desire and demand for bicycle storage. Therefore, we recommend the creation of secure bicycle parking along Railroad Avenue. The train station represents an ideal location for both area residents and train travelers to safely leave their bikes. This new form of parking for the Village provides an option for people to ride their bicycle to the train station, as well as for users of the bike trails to park their bicycles and visit the shops along Main Street.²²

Accessibility is a major asset of the Village of Brewster. Enhanced accessibility results from increased walkability and connectivity with Main Street and other important points throughout the Village. A clear pedestrian corridor can make the Village a more pleasant, walkable place. The Village topography is unique in that this vertical link represents a dramatic grade change that further accentuates this natural connection. The Village can enhance this Main Street characteristic by creating a vertical connection between points both north and south of Main. The vertical connection we propose is translated through a physical connection that allows pedestrians to traverse the hills and experience the abundance of sky, mountain, and water the Village has to offer. This physical connection would be in the form of a dedicated path that connects the residential neighborhoods, the Garden Street Elementary School, to the Walter Brewster House, through Marvin Avenue and into the park development along the East Branch of the Croton River (EBCR).²³

Aesthetic Improvements There are a number of ways to enhance the visual impact of Main Street. First, cleaner sidewalks and streets will provide for a more inviting downtown atmosphere. A more efficient garbage removal system may ameliorate the problem. Secondly, guidelines to better upkeep vacant as well as occupied buildings will help maintain a cohesive and eye-pleasing Main Street. The implementation of guidelines will require the cooperation of all Main Street businesses in a coordinated effort. Other improvements recommended by the Economic and Community Development citizen committee include sidewalk planters, benches, pedestrian scale lighting, and a coordinated signage program.²⁴

In order to encourage aesthetic improvements, it will be necessary to engage all members of the community, including business owners, landlords, and residents. In order to “jump-start” a downtown revitalization effort, the Village may want to consider a community pride program that may involve a volunteer clean up day, banners, music, and other means of attracting attention to a particular project. The excitement generated by this program will then move forward, providing incentives for both residents and visitors to contribute to revitalization. Organization of this program could be responsibility of a Village promotion committee.²⁵

²² THE BREWSTER MASTER PLAN 125 (2004).

²³ THE BREWSTER MASTER PLAN 132 (2004).

²⁴ THE BREWSTER MASTER PLAN 127 (2004).

²⁵ THE BREWSTER MASTER PLAN 127 (2004).

Establish Bike/Pedestrian Path Connections to Create Stronger Regional Relations.

One opportunity for the Village to create stronger relations with the region is through the establishment of bicycle/pedestrian paths linked to the regional network. Creating bike connections can considerably enhance access to and around the Village, and help to establish it as an important regional crossroads for commuters, residents, bikers, hikers, nature lovers, and tourists. Initiatives to create these links are already underway. The Mid-Hudson South Region Bicycle and Pedestrian Master Plan, undertaken in 1999, calls for the completion of three bikeways that will pass through the Village of Brewster. The Putnam County Bikeway from Seminary Hill Road in Carmel to the Village has been funded and designed, and is slated for construction to begin in 2003. The Maybrook Bikeway, to run from the Metro North Danbury Line to Route 164 in Patterson, will cross through the Village along Pumphouse Road. Additionally, the State Route 22 bicycle route will run along the south of the Village.²⁶

The Village can take the opportunities offered by these proposals to plan for and encourage bicycle usage. Funding is still needed for implementation of projects outside of the Village that will complete the linkages. By remaining active in these efforts, the Village can ensure that the connections are made once the projects are underway. Strategies that the Village can utilize to establish and maintain these connections include:

- Developing community support for bicycling in the Village.
- Developing bicycle and pedestrian facilities throughout the Village (such as bike racks, signage and dedicated bike lanes on key Village roads).
- Marketing the Village as a bicycle and pedestrian friendly historical and cultural destination.
- Implementing a usage fee for certain bicycle racks– for example, a monthly fee could be charged to commuters for storage of their bikes in ‘bike lockers’ placed at or near the train station.²⁷

Urban Design²⁸

At the Main Street level, it is recommended that the Village implement a “three nodes” design, zoning amendments, and physical improvements along the length of Main Street to enliven and beautify the entire corridor, and make it more pedestrian-friendly. Each node would serve a separate function, working as attractors to draw people to and from each center of activity. These nodes are the “Brewster Triangle”, a civic center, and a laborer employment center.

At the Village level, it is recommended that the Village make vertical connections to enhance pedestrian accessibility throughout the Village, especially connecting important points north and south of Main Street. This would allow residents and visitors to experience the Village's scenic beauty, as well as the “small town” feel the Village has to offer.

²⁶ THE BREWSTER MASTER PLAN 139 (2004).

²⁷ THE BREWSTER MASTER PLAN 139 (2004).

²⁸ THE BREWSTER MASTER PLAN CHAPTER 1 INTRODUCTION (2004).

It is also recommended that the Village connect its historic properties to create a cohesive group of structures that can be enjoyed by residents and visitors, and also generate revenue for the Village. Watershed education can be carried out through the implementation of these connections.

At the Regional level, it is recommended that the Village create stronger physical connections with the region, for example, through the establishment of bicycle/pedestrian paths that link to the regional network. This can enhance access to and around the Village, help to establish it as a regional cycling destination, and increase use of the Village's commercial and retail services.

B. Mid- Hudson Regional Sustainability Plan

The patterns of land use in the Region are directly linked with virtually every aspect of this Plan. For example:

Land use patterns influence how people move:

- Access to mass transit and pedestrian/bicycle networks helps reduce dependence on automobiles
- Proximity to services, schools, and jobs reduces the amount of travel required to go about daily life

Land use patterns influence the health of the Region's residents:

- Walkable and bike-able communities encourage healthy forms of mobility²⁹

The diversity of land use patterns, giving residents easy access to truly rural and urban landscapes, plays a role, as does the existing transportation infrastructure, enabling mobility via multiple modes. Additional livability factors include:

- A diverse mix of housing and transportation options so that residents of all ages, abilities, skills, incomes, races, and nationalities have a place to live, work, and prosper
- A balance of jobs and housing, and salaries and home values that allow residents to live and work in the same community and spend less time traveling
- Affordable housing and transit to give residents more choices and greater mobility
- Access to parks, trails, and recreational facilities
- Proximity to schools, retail, health care, and other services so that fewer and shorter trips are required for resident's everyday activities
- A healthy environment to support a healthier population³⁰

Improve Streets, Sidewalks, and Trails to Promote Non-Motorized Transportation

Improving the design, safety, and condition of street right-of-ways and pedestrian corridors will encourage travelers to walk for short trips rather than drive, reducing fuel use and GHG emissions and improving health. Projects could include repaving local or feeder streets, upgrading sidewalks, adding pedestrian-friendly street signals, adding street

²⁹ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-2 (2013).

³⁰ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-3 (2013).

furniture and shade trees, adding curb bulb-outs, and other measures.³¹

In 2011, Governor Cuomo signed the Complete Streets legislation, requiring state and local departments of transportation to consider incorporating new safety and multi-modal elements into streets and roadways. Now it is up to the counties and municipalities to formally adopt these principles into their design guidelines. A series of demonstration projects could help speed up this process and encourage adoption.³²

The 2011 Complete Streets legislation aims to build streets that accommodate all users, including pedestrians, bicyclists, and mass transit modes, with quality design. Such improvements may require additional public funds for sidewalks and bike lanes, for example, which are not always available.³³

Additionally, by making bicycling safer and more convenient, the Region can increase access to transit, reduce vehicle use and fuel consumption, promote healthy activities, and improve quality of life. Creating new bike lanes, creating bike boulevards, adding bike parking at train stations, and installing bike racks on buses, trains, and at job locations all help promote bicycling as a means of transportation as well as a healthy recreational activity. As well, existing recreational trails can be expanded or better connected with existing centers, facilitating car-free recreation.³⁴

Community Design Best Practices for TOD and LED

Many organizations in the US, such as the Congress for New Urbanism, have developed guidelines and best practices for urban development that align with the objectives of this Plan. These include the relatively new Leadership in Energy and Environmental Design (LEED) for Neighborhood Development system. More information can be found in Appendix D, Additional Resources. Below are several guiding principles for good urban design in the Mid-Hudson Region.³⁵

Good urban design is contextual: At the building scale, this means that size and placement is in keeping with adjacent structures. At the scale of a neighborhood, this means extending as much as possible the existing street and block pattern. At the scale of the landscape, this means placing buildings where they have a minimum impact on natural systems and on scenic view sheds.³⁶

However, where existing settlement patterns are unsustainable—such as sprawling, disconnected subdivisions and auto-dependent commercial strips—contextual urban design should respond by trying to heal some of the problems—good practices for these situations can be found in **Orange County's Design Manual**—see <http://www.orangecountygov.com/>. Development can fill gaps in street frontages or

³¹ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-33 (2013).

³² MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-34 (2013).

³³ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-34 (2013).

³⁴ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-34 (2013).

³⁵ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

³⁶ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

create linkages to isolated projects. Development can help create ‘complete communities’ by introducing new activities into isolated neighborhoods or large single-purpose developments such as shopping malls. Over time, new development can transform commercial corridors by introducing pedestrian amenities and by rationalizing car movements.³⁷

Good urban design organizes development around well-designed public spaces: A core function of urban design is to use street and block networks and site design guidelines to determine how buildings relate to each other. But good urban design does more than just organize development - it creates places that have a clear identity in the public imagination, such as parks and plazas that are brought to life by community activities, farmers markets, concerts, and more.³⁸

Public spaces are not just parks and plazas: In fact, the most fundamental public open space is the street, accounting for more land area than any other public space. Good urban design means creating great streets, from bustling ‘Main Street’ to quiet neighborhood streets. Buildings need to relate in a consistent way to the street and should be oriented towards the street. And like great parks and plazas, streets should accommodate multiple uses, from strolling to biking, from casual interaction to the annual parade.³⁹

Good urban design supports alternative forms of mobility: In centers, this means creating walkable environments. In more rural areas, this means siting buildings and designing roads in ways that manage the automobile and support biking and other modes of transportation.⁴⁰

Good urban design supports transit: This means that as much as possible, uses are clustered so that transit stops attract as many riders as possible. Road networks are designed to maximize connectivity so that transit vehicles can efficiently reach multiple destinations. Space is allocated for transit-supportive amenities such as stops, information kiosks and well-designed parking areas.⁴¹

Good urban design responds to natural systems: Neighborhoods can be designed in ways that are ‘low impact’. For example, neighborhood design can reflect natural drainage patterns and maximize re-infiltration so that run-off does not compromise adjacent wetlands and water bodies—see Chapter 7 for more discussion of this topic.⁴²

Good urban design is energy efficient: Buildings are designed and sited so that passive solar benefits are optimized. Neighborhoods are designed to enable district heating and

³⁷ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

³⁸ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

³⁹ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

⁴⁰ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

⁴¹ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

⁴² MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

cooling systems—see Chapter 4 for more discussion of this topic. To the greatest extent possible, existing infrastructure is used.⁴³

C. Mid-Hudson Regional Sustainability Plan Implementation Guidance Document

- Adopt a Complete Streets Policy
- Conduct an inventory of redevelopment opportunities in the community, including an assessment of existing brownfields, greyfields, aging office and commercial strips, and other underutilized areas.
- Adopt a distressed properties remediation program, which included conducting an inventory of distressed and vacant properties and neighborhoods.
- Based on the above information, prepare a community-wide or neighborhood-level Redevelopment Plan.⁴⁴

Summary:

The Village of Brewster's Comprehensive Plan has detailed goals and recommendations to create a more pedestrian friendly, walkable community. The plan outlines recommendations for sidewalk improvements and upgrades, pedestrian enhancements, and locating areas for bicycle parking. Further, the plan suggests ways to enhance the aesthetics of Main Street including store upkeep while connecting the Main Street corridor to residential areas. There is ample opportunity to further expand on these recommendations by implementing the Community Design Best Practices outlined in the Mid-Hudson Regional Sustainability Plan. Further, the Mid-Hudson Regional Sustainability Plan Implementation Guidance Document suggests different actions that would incorporate the ideas of the Mid-Hudson Regional Sustainability Plan, including adopting a Complete Streets Policy.

See Appendix A for model comprehensive plan language on establishing a Complete Streets Policy.

3. Recreation/Open Space

A. Current Comprehensive Plan

The Village of Brewster should establish stronger ties to the surrounding town and region. This is of vital importance for the protection of the watershed, and additionally important in order for the Village to establish itself as a significant regional node. Given the Village of Brewster's increased role in watershed conservation it becomes very important to cooperate with surrounding towns and villages within the Croton watershed to ensure ultimate protection. While it is important to forge regional ties with surrounding communities, the Village has an opportunity to create physical links through connection

⁴³ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

⁴⁴ MID-HUDSON REGIONAL SUSTAINABILITY PLAN IMPLEMENTATION GUIDANCE DOCUMENT, LAND USE LAW CENTER AT PACE LAW SCHOOL 24 (2013).

with the proposed bike paths. These linkages will attract bikers into the Village, bringing them into the system of parks within the Village and also to Main Street. These regional connections are tied in with the recommendations for greater connectedness within the Village and on Main Street. Given these new regional linkages, the Village has the opportunity to become an attractor for recreation and education, while encouraging economic activity along Main Street.⁴⁵

Make Wells Park and Markel Park more accessible.

Wells Park and Markel Park, although open seasonally, are underutilized Town-owned Village resources. Currently fenced off, both parks can be made more accessible and functional all year long.⁴⁶

Wells Park

- A working relationship with the Town of Southeast, who holds jurisdiction over the park, would increase the recreational opportunity for Village and Town residents. This park should be made more accessible and affordable for all residents.
- The studio recommends that the fence surrounding Wells Park be removed, or the entrance improved, so that a better connection can be made between this park and the Village.⁴⁷

Markel Park

- There would be greater pedestrian accessibility between the residential area of Prospect Hill and this park. Once the park is made more accessible, it would draw more visitors. In conjunction with its prime location along North Main Street, this would encourage more pedestrian traffic, thereby, generating more economic activity on Main Street.⁴⁸

B. Mid-Hudson Regional Sustainability Plan

Proximity to parks, recreational areas, and trails encourages activity and contributes to quality of life

Make all of the Region's communities— whether urban, suburban, or rural—more sustainable and livable. A complete community is one where residents can access jobs, a diverse mix of services, schools, recreational opportunities, and open space within a short distance of their home without having to drive. Investing to make existing communities more complete will help lower household transportation costs, reduce fuel consumption, improve air quality, promote public health, and discourage sprawl.⁴⁹

⁴⁵ THE BREWSTER MASTER PLAN 119 (2004).

⁴⁶ THE BREWSTER MASTER PLAN 134 (2004).

⁴⁷ THE BREWSTER MASTER PLAN 134 (2004).

⁴⁸ THE BREWSTER MASTER PLAN 134 (2004).

⁴⁹ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-21 (2013).

There is tremendous opportunity to improve the livability of communities through targeted investment in parks, recreational facilities, and other public facilities. As part of all TOD and LED projects, public and community facilities and infrastructure should be carefully integrated in a way that ensures access to all users. As well, municipalities should work to identify areas underserved by community facilities and infrastructure. One low-cost fix is to work with school districts to open recreational facilities and playgrounds to the community.⁵⁰

Additionally, by making bicycling safer and more convenient, the Region can increase access to transit, reduce vehicle use and fuel consumption, promote healthy activities, and improve quality of life. Creating new bike lanes, creating bike boulevards, adding bike parking at train stations, and installing bike racks on buses, trains, and at job locations all help promote bicycling as a means of transportation as well as a healthy recreational activity. As well, existing recreational trails can be expanded or better connected with existing centers, facilitating car-free recreation.⁵¹

Also see the “Community Design Best Practices for TOD and LED” section on **pg. 11** of this report.

C. Mid-Hudson Regional Sustainability Plan Implementation Guidance Document

- Adopt a Land Acquisitions Program for open space, environmental conservation, disaster management
- Adopt a Cluster Ordinance, Conservation Subdivision Ordinance or provision that authorizes lot size averaging
- Establish Impervious Cover & Site Disturbance Limitations in the zoning ordinance or subdivision and site plan regulations.

Summary:

The Village of Brewster’s Comprehensive Plan has detailed goals and recommendations to establish stronger ties to the surrounding town and region through creating recreational bike paths. The plan also focuses on improving accessibility to different parks in the Village of Brewster. There are opportunities to implement the goals of the Mid-Hudson Regional Sustainability Plan by creating more bike paths throughout the Village and utilizing the Community Design Best Practices for TOD and LED. The Mid-Hudson Regional Sustainability Implementation Guidance Document suggests adopting a Land Acquisitions Program to conserve open space and the environment, as well as establishing a Cluster Ordinance to preserve open space while moving forward with new development.

⁵⁰ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-29 (2013).

⁵¹ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-34 (2013).

See <http://www.cob.org/government/departments/parks/projects/pro-plan.aspx> for an example of a Parks, Recreation and Open Space element of a comprehensive plan from Bellingham, Washington.

Economic and Community Development

The Economic and Community Development section of Brewster's Comprehensive Plan covers five main topics: Public Services, Economic Potential, Workforce Characteristics, Community Participation, and Housing. The Master Plan focuses on the economic potential to create Main Street as a destination point for the Village. Main Street has this potential because of the centrally located train station that would bring people into the center of the village. The Plan focuses on attracting the people that use the train station to spend time in the Village by increasing the shopping, recreation, restaurants and entertainment opportunities in the Village.

1. Tourism: Make Brewster a tourist destination.

A. Current Comprehensive Plan

Establish Bike/Pedestrian Path Connections to Create Stronger Regional Relations

One opportunity for the Village to create stronger relations with the region is through the establishment of bicycle/pedestrian paths linked to the regional network. Creating bike connections can considerably enhance access to and around the Village, and help to establish it as an important regional crossroads for commuters, residents, bikers, hikers, nature lovers, and tourists.⁵²

To make the Walter Brewster House a destination for Village residents and tourists, the Village can work with the Landmark Preservation Society of Southeast in order to encourage year-round staffing.⁵³

B. Mid-Hudson Regional Sustainability Plan

The Region has a strong foundation for tourism that supports many industries, from agriculture to historic downtowns. As part of this strategy, the Region can invest in natural and cultural infrastructure enhancements that improve the environment and quality of life not only for visitors but also for residents and employees. This helps generate economic growth in alignment with the Plan's objectives.⁵⁴

⁵² THE BREWSTER MASTER PLAN 139 (2004).

⁵³ THE BREWSTER MASTER PLAN 134 (2004).

⁵⁴ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-5 (2013).

By capitalizing on existing trends toward eco- and green tourism, the Mid-Hudson Region can further differentiate itself as a tourism destination. In fact, in the Governor's 2013 State of the State address, regional tourism marketing was mentioned as an important area that should be focused on throughout the state.⁵⁵

The Mid-Hudson Region has many assets that already work together to create a destination attractive for its historic, cultural, and natural character. The Region's tourism assets range from small farms and immense forests to historic buildings and battlegrounds; opportunities include ecotourism, agro-tourism, historic sites and buildings ready for adaptive reuse, transit accessible attractions and a whole host of sporting, viewing, touring, tasting, and experiential activities.⁵⁶

The Region benefits from extensive parks and open space, including numerous hiking and biking trails and pathways. Destination tourism is well developed, but there are opportunities to expand.⁵⁷

Restaurants and lodging facilities count highly among the small businesses that support the local tourism industry. Lodging accounts for 28 percent of traveler spending in the Hudson Valley, according to a NYS study, and restaurants are another high-earning piece of the tourism and hospitality industry.²²⁹ Westchester County alone accounts for almost half of restaurants in the Mid-Hudson Region.⁵⁸

There are numerous historic buildings and sites in the Mid-Hudson Region, and their revitalization not only supports the local historic preservation and restoration industry, but also enables advances in green retrofits. Adaptive reuse of historic sites creates new tourism opportunities while often generating fewer GHG emissions than new construction. There are already more than 1,000 registered historic sites in the Region, including historic districts, buildings, houses, cemeteries, farmhouses, churches, inns, libraries, public and private school buildings, mills and more.⁵⁹

Expanding and promoting mass transit is critical to growing tourism in the Region while also meeting sustainability objectives. The Region benefits from an enormous market in the NYC metro area, and has already taken efforts to market itself to day-trippers and weekenders from NYC. To expand the options for tourists relying on mass transit, efforts are needed to incentivize train and bus travel, expand vanpool options, and build capacity near transit centers for carshare programs like Zipcar, bicycle, and equipment (ski/camp/hike) rentals. These opportunities need to be linked with expanded complete streets, destination-oriented bike trails, an aggressive cycle safety awareness campaign, and bike safe route mapping and signage throughout the Region. This can be coupled with ongoing efforts to offer integrated tourism packages that include mass transit, lodging,

⁵⁵ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-5 (2013).

⁵⁶ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-6 (2013).

⁵⁷ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-6 (2013).

⁵⁸ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-6 (2013).

⁵⁹ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-6 (2013).

meals, guides, and recreation, including farm packages, winery packages and nature study packages, hunting, fishing and cross country skiing packages.⁶⁰

C. Mid-Hudson Regional Sustainability Implementation Guidance Document

Agri-Tourism (Aligned with the Mid-Hudson Regional Economic Development Council's economic development strategy ED3-Grow.)

- Conduct a good production of agricultural land assessment
- Urban agriculture and food promotion by:
 - Implementing a local buy fresh program
 - Establish a farmers market
 - Adopt a municipal locally grown food purchasing program
 - Establish Community or school gardens
 - Authorize Gardening on municipal lands⁶¹

Summary:

The Village of Brewster's Comprehensive Plan mentions making the Village a tourist destination. There is ample open space and a strong presence of historic landmarks and areas to help the Village successfully become a tourist destination. There are ample opportunities to implement the ideas of the Mid-Hudson Regional Sustainability Plan into the Comprehensive Plan Update by capitalizing on the trends toward eco and green tourism. The location of the Village of Brewster and its access to mass transit (Metro North) ties into the Mid-Hudson Regional Sustainability Plan's goal of establishing communities in the Hudson Valley as day trip destinations. Further, the Mid-Hudson Regional Sustainability Implementation Guidance Document suggests focusing on Agri-Tourism and using the areas natural resources and space to implement agricultural uses of the land.

To view model comprehensive plan language on eco-tourism, see <http://www.floridajobs.org/community-planning-and-development/programs/technical-assistance/planning-initiatives/natural-resource-planning/introduction-to-florida's-natural-resources/comprehensive-plans-and-ecotourism>.

2. Commercial/Business Services: Increase the variety of commercial and business services on Main St. including restaurants, shops, and other businesses.

A. Current Comprehensive Plan

Open gathering spaces described in the Urban Design: Main Street and Village sections for an open-air market can be used. Open- air markets include: Famers Market, Flower

⁶⁰ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 9-7 (2013).

⁶¹ MID- HUDSON REGIONAL SUSTAINABILITY PLAN IMPLEMENTATION GUIDANCE DOCUMENT, LAND USE LAW CENTER AT PACE LAW SCHOOL 26 (2013).

Market, Arts and Crafts and Musical & Visual arts. Open-Air markets would benefit the village in several ways, such as:

- Generate employment for community members.
- Generate revenue, increase shopping on Main Street and promote entrepreneurship.
- Encourage community inclusion through participation in understanding ethnic backgrounds that are rich in culture.
- Help revitalize the “heart of the village,” especially if it is in close proximity to the train station.

Desirable destination for Commuters and Visitors alike

- Revitalized commercial districts that are sufficiently attractive and economically viable to draw and retain desirable retail and professional businesses including, but not limited to, boutiques, antique stores, a drug store, a bakery, a travel agency and more.
- Popular regional “Family Dining and Entertainment Center”, featuring sidewalk cafes, a movie theater, a playhouse, recreational trails for hiking and cycling, a nature center and family-friendly parks.
- Its own full-service U.S. Post Office, a picturesque Main Street and revitalized and economically viable Historic District that is sensitive to the Village’s turn-of-the-20th century small town historic heritage.
- Convenient pedestrian-friendly access to neighborhoods throughout the Village, historic areas, mass transit, parks, outdoor recreation and other “green” areas and scenic vistas, with extending linkages to similar adjacent areas in the Town of Southeast.⁶²

Main Street Vision Analysis

Today, changes in the Village have made Main Street less attractive for the casual pedestrian. Poor circulation, broken sidewalks, and a lack of evening activity make Main Street appear disjointed, from North Main to the most eastern point of East Main Street. The disappearance of essential services, such as a drug store, post office, and bank branch, have also served to make Main Street less vital to Village residents, who are more likely to visit the Route 22 corridor for their shopping needs. A perceived lack of parking close to the commercial center of Main Street, defined as the area between Railroad Avenue and Wilkes Street, has only further served to deter shoppers from this area. As the studio team observed, particular points of attraction along the Main Street corridor are not evident to the casual pedestrian, either during the day, or in the evening hours. These key concerns have guided us in the formation of a physical vision for Main Street that addresses urban design, governance, and economic and community development, by creating three nodes of activity interspaced throughout the corridor. In other words, the Studio team has sought to combine this urban design effort within a framework of community and economic development, as well as improved governance. We consider that this can encourage the celebration of arts and culture on Main Street and promote effective communication between the Village and the Town of Southeast. Urban design recommendations made

⁶² THE BREWSTER MASTER PLAN 151 (2004).

within this greater framework will result not merely in increased enjoyment and activity on Main Street, but will also add to the economic, social and political vitality of the Village.⁶³

Village Vision Analysis

The Village vision draws from our observations and preliminary findings that suggest the need for greater connectivity between key points within the Village. These connections should focus on Main Street as the core center for activity and move outwards, encouraging pedestrian traffic within the entire Village, utilizing its truly walkable scale. A lack of pedestrian accessibility creates a rift between Village residential areas and the commercial strip, while open space and historic areas are difficult to access most of the year. Coordination among the individual areas can serve to bring better definition to otherwise underutilized areas.⁶⁴

B. Mid-Hudson Regional Sustainability Plan

The Mid-Hudson Regional Sustainability Plan seeks to complement and expand upon the economic development strategy crafted in 2011 by the Mid-Hudson Regional Economic Development Council (updated in 2012). The REDC takes a community-based, bottom up approach to job creation and economic growth by distributing funds provided by NYS to support projects in the Region. The Four economic development focal strategies/objectives are:

- ED1- INVEST in tech: Target job creation investments in identifiable industry “clusters” such as biotech, biomedical and healthcare; advancing manufacturing; and information technology.
- ED2- ATTRACT & RETAIN Mature Industries: Undertake initiatives to retain and simulate more mature industries such as distribution, financial and professional services, and corporate food and beverage, as these sectors represent large, vital anchor industries in the Mid-Hudson economy.
- ED3- GROW Natural Resource-Related Sectors: Leverage the Region’s outstanding natural resources, including its unique location between the Hudson River, Delaware River, and Long Island Sound, to sustain and promote waterfront development and industries including agriculture, tourism, artisanal food and beverage, and recreation. Additionally, it is vital that these industries preserve the Region’s unique quality of life.
- ED4- REVITALIZE: Support building projects that improve key regional infrastructure to make the region more business-ready; foster housing investment to create construction jobs and more housing supply; and support the revitalization of our urban centers as engines of regional prosperity.⁶⁵

The success and traditional character of the Region’s communities can be revitalized or

⁶³ THE BREWSTER MASTER PLAN 118 (2004).

⁶⁴ THE BREWSTER MASTER PLAN 118 (2004).

⁶⁵ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 2-9 (2013).

reinforced by attracting more jobs, retail, schools, multifamily housing, and other activities to existing transit, commercial, and service hubs. This allows residents to link numerous activities in one trip, such as shopping for groceries, mailing package, and visiting the dentist, thereby saving fuel and reducing GHG emissions while protecting the surrounding natural environment from development.⁶⁶

C. Mid-Hudson Regional Sustainability Plan Implementation Guidance Document

- Conduct an inventory of redevelopment opportunities in the community, including an assessment of existing brownfields, greyfields, aging office and commercial strips, and other underutilized areas.⁶⁷

Summary:

The Village of Brewster's Comprehensive Plan has detailed recommendations about how to increase the commercial/business potential in the Village. The plan recognizes the different issues that the current design of Main Street pose for the revitalization of the downtown area. There is ample opportunity to implement ideas from the Mid-Hudson Regional Sustainability Plan to help expand economic development in the Village. Specifically, the economic development strategy drafted by the Mid-Hudson Regional Economic Development Council sets out four specific economic development strategies/objectives to increase economic viability. Further, the Mid-Hudson Regional Sustainability Plan Implementation Guidance Document suggests conducting an inventory of redevelopment opportunities in the area, to aid in revitalizing areas in need.

The Land Use Law Center at Pace Law School is currently creating a sample Economic Development Plan document that can be used to help guide communities through the goals of the Mid-Hudson Regional Economic Development Council. This document will be available in the near future.

Natural Environment & Infrastructure

The Natural Environment & Infrastructure Chapter of Brewster's Comprehensive Plan focuses on the environmental and watershed issues of the Village of Brewster, as well as the Infrastructure issues of the Village of Brewster. Some of the main topics involving infrastructure are water, sewage, solid waste, utilities, and transportation.

1. Parking/ Transportation

A. Current Comprehensive Plan

⁶⁶ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-3 (2013).

⁶⁷ MID- HUDSON REGIONAL SUSTAINABILITY PLAN IMPLEMENTATION GUIDANCE DOCUMENT, LAND USE LAW CENTER AT PACE LAW SCHOOL 26 (2013).

*Consider mixed use for the structure, including rooftop green space or ground floor commercial space, as examples. A parking structure should connect with Main Street, expanding the commercial corridor. In this way, we encourage the creation of commercial space on the upper deck of the parking structure, and possibly on the lower level. With regards to the upper deck, there is the opportunity for a restaurant/café with excellent views over the Croton River, which could become an attractor for the Village. We also recommend the inclusion of green space on the roof deck and the exploration of environmentally sustainable design, which will help to minimize wastewater from the structure.*⁶⁸

The Village of Brewster is a well-established transportation node that is accessible by car, since it is a crossroads of various state and inter-state traffic systems, and by rail. The main challenges faced by the Village in regards to transportation infrastructure are the following:

- Improve traffic and parking conditions, especially in its train station area;
- Benefit from the regional plans for the expansion of rail transportation services;
- Obtain and manage funds that ensure adequate improvement, operation, and maintenance of its streets and roadways;
- Ensure adequate traffic control and policing; and
- Channel the economic potential of its transportation infrastructure for the benefit of the Village.⁶⁹

Infrastructure

At the Village level, it is recommended that the Village keep Main Street open to two-way traffic, add a roundabout to the intersection of North Main and Route 6, and ban vehicular traffic in the alley behind Town Hall (intersection of Main Street and Railroad Avenue). This will enhance traffic and pedestrian circulation and safety conditions in the Village, as well as benefit businesses in the Main Street area. It is also recommended that the Village conduct an in-depth legal, financial, market, and design analysis prior to the construction of a proposed parking structure to be located in the area east of Railroad Avenue, south of Main Street.⁷⁰

The Village has been thinking of ways to expand parking for Metro-North patrons, and for alternative access points to the existing platform. Rehabilitation of the area west of the platform and rehab of the on-grade crossing north of the station have been suggested. Currently, only four cars of any MetroNorth train are able to platform at the Brewster station. This on-grade crossing, however, limits the expansion of the train platform to the north, and it is not possible to expand to the south because of a bend in the track. The track curvature and on-grade crossing can be seen in Figure 5-7 Track Curvature and On-Grade

⁶⁸ THE BREWSTER MASTER PLAN 159 (2004).

⁶⁹ THE BREWSTER MASTER PLAN, CHAPTER 1 INTRODUCTION (2004).

⁷⁰ THE BREWSTER MASTER PLAN, CHAPTER 1 INTRODUCTION (2004).

Crossing Brewster Train Station Map on the next page.⁷¹

B. Mid-Hudson Regional Sustainability Plan

Transit ridership needs to be encouraged through various means, including: expanding transit services, improving equitable access to existing transit services, expanding Para transit services, optimizing transit operations, reforming management procedures and institutional structures for greater efficiency, and building new transit infrastructure capacity.⁷²

Potential operational improvements include changes such as increased or more reliable service, fare integration amongst agencies, or extended operating hours. As decisions are made to invest in transit, consideration should be given to maintaining flexibility. Some transit modes, such as buses, can easily be repurposed for other uses, making them valuable in emergencies or large-scale disasters.⁷³

C. Mid-Hudson Regional Sustainability Plan Implementation Guidance Document

- Identify existing transit and bus station areas and adopt Transit-Oriented Development Zoning in those areas.
- Adopt transportation efficient development zoning that considers where future transit is expected and zone land use accordingly.
- Adopt a parking ordinance that establishes maximum parking requirements for residential and commercial construction to reduce overall parking needs.

Summary:

The Village of Brewster's Comprehensive Plan has detailed goals to aid in parking and transportation issues. As the Village is a well-established transportation node, the plan focuses on improving traffic and parking conditions. The plan suggests adding parking structures and changing parking requirements throughout the Village. There is ample opportunity to integrate the ideas of the Mid-Hudson Regional Sustainability Plan into the Comprehensive Plan Update by expanding transit services and improving access to these services. Further, the Mid-Hudson Regional Sustainability Plan Implementation Guidance Document suggests identifying existing transit and bus station areas to adopt Transit-Oriented Development Zoning in those areas. It also suggests adopting parking ordinances that would establish maximum parking requirements for residential and commercial construction to reduce parking needs.

⁷¹ THE BREWSTER MASTER PLAN 67 (2004).

⁷² MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

⁷³ MID-HUDSON REGIONAL SUSTAINABILITY PLAN 4-32 (2013).

To view the Mid-Hudson Regional Sustainability Plan Implementation Guidance Document in its entirety and access more guidance tools to implement the Plan, see
http://www.co.orange.ny.us/filestorage/124/1362/Mid-Hudson_Regional_Sustainability_Plan_Implementation_Guidance_Document.pdf.

APPENDIX A

Model Comprehensive Plan Language on Complete Streets

Developed by the National Policy & Legal Analysis Network
to Prevent Childhood Obesity (NPLAN), a project of
Public Health Law & Policy (PHLP)
2010

Goal T1: Provide safe and comfortable routes for walking, bicycling, and public transportation to increase use of these modes of transportation, enable convenient and active travel as part of daily activities, reduce pollution, and meet the needs of all users of the streets, including children, families, older adults, and people with disabilities.

Objective T1.1: Integrate Complete Streets infrastructure and design features into street design and construction to create safe and inviting environments for all users to walk, bicycle, and use public transportation.

- **T1.1.1.** In planning, designing, and constructing Complete Streets:
 - Include infrastructure that promotes a safe means of travel for all users along the right of way, such as sidewalks, shared use paths, bicycle lanes, and paved shoulders.
 - Include infrastructure that facilitates safe crossing of the right of way, such as accessible curb ramps, crosswalks, refuge islands, and pedestrian signals; such infrastructure must meet the needs of people with different types of disabilities and people of different ages.
 - Ensure that sidewalks, crosswalks, public transportation stops and facilities, and other aspects of the transportation right of way are compliant with the Americans with Disabilities Act and meet the needs of people with different types of disabilities, including mobility impairments, vision impairments, hearing impairments, and others.ⁱ Ensure that the ADA Transition Plan includes a prioritization method for enhancements and revise if necessary.
 - Prioritize incorporation of street design features and techniques that promote safe and comfortable travel by pedestrians, bicyclists, and public transportation riders, such as traffic calming circles, additional traffic calming mechanisms, narrow vehicle lanes, raised medians, dedicated transit lanes, transit priority signalization, transit bulb outs, road diets,ⁱⁱ high street

connectivity,ⁱⁱⁱ and physical buffers and separations between vehicular traffic and other users.

- Ensure use of additional features that improve the comfort and safety of users:
 - Provide pedestrian-oriented signs, pedestrian-scale lighting, benches and other street furniture, bicycle parking facilities, and comfortable and attractive public transportation stops and facilities.
 - Encourage street trees, landscaping, and planting strips, including native plants where possible, in order to buffer traffic noise and protect and shade pedestrians and bicyclists.
 - Reduce surface water runoff by reducing the amount of impervious surfaces on the streets.
- **T1.1.2.** In all street projects, include infrastructure that improves transportation options for pedestrians, bicyclists, and public transportation riders of all ages and abilities.

COMMENT: This provision, which requires that all street projects on new or existing streets create Complete Streets, is a fundamental component of a commitment to Complete Streets.

- Ensure that this infrastructure is included in planning, design, approval, construction, operations, and maintenance phases of street projects.
- Incorporate this infrastructure into all construction, reconstruction, retrofit, maintenance, alteration, and repair of streets, bridges, and other portions of the transportation network.
- Incorporate multimodal improvements into pavement resurfacing, restriping, and signalization operations where the safety and convenience of users can be improved within the scope of the work.
- Develop systems to implement and monitor incorporation of such infrastructure into construction and reconstruction of private streets.
- Allow exclusion of such infrastructure from street projects only upon approval by [*the City Manager or a senior manager of an appropriate agency, such as the Department of Transportation*], and only where documentation and supporting data indicate one of the following bases for the exemption: (a) use by non-motorized users is prohibited by law; (b) the cost would be excessively disproportionate to the need or probable future use over the long

term; (c) there is an absence of current and future need; or (d) inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.

COMMENTS: This provision provides crucial accountability in the exceptions process by requiring documentation, a transparent decision-making process, and written approval by a specified official.

By including this fourth exception, exception (d), a jurisdiction gains considerable flexibility, but at the cost of potentially implementing Complete Streets practices less thoroughly. Jurisdictions should consider this trade-off in determining whether to include this exception.

Other exceptions can also be included in this list, for example: “Significant adverse environmental impacts outweigh the positive effects of the infrastructure.”

In evaluating whether the conditions of (b) and (c) are met, a jurisdiction may need to conduct latent demand studies, which measure the potential level of use by bicyclists, pedestrians, and others should appropriate infrastructure be provided.

- **T1.1.3.** Develop policies and tools to improve [Jurisdiction]’s Complete Streets practices:
 - Develop a pedestrian crossings policy to create a transparent decision-making policy, including matters such as where to place crosswalks and when to use enhanced crossing treatments.
 - Develop policies to improve the safety of crossings and travel in the vicinity of schools and parks.
 - Consider developing a transportation demand management/commuter benefits ordinance to encourage residents and employees to walk, bicycle, use public transportation, or carpool.
 - Develop a checklist for [Jurisdiction]’s development and redevelopment projects, to ensure the inclusion of infrastructure providing for safe travel for all users and enhance project outcomes and community impact.
- **T1.1.4.** Encourage transit-oriented development that provides public transportation in close proximity to employment, housing, schools, retailers, and other services and amenities.
- **T1.1.5.** Change transportation investment criteria to ensure that existing transportation funds are available for Complete Streets infrastructure.

- **T1.1.6.** Identify additional funding streams and implementation strategies to retrofit existing streets to include Complete Streets infrastructure.

Objective T1.2: Make Complete Streets practices a routine part of [Jurisdiction]'s everyday operations.

- **T1.2.1.** As necessary, restructure and revise the zoning and subdivision codes, and other plans, laws, procedures, rules, regulations, guidelines, programs, templates, and design manuals, including *[insert all other key documents by name]*, in order to integrate, accommodate, and balance the needs of all users in all street projects on public [and private] streets.

COMMENT: By opting to apply the requirement to private streets in addition to public streets, a jurisdiction will generally expand the effectiveness of the complete streets policy. However, such a requirement may be more practical in certain jurisdictions than in others. For example, the requirement might be very important in a jurisdiction where there are many private streets in central locations.

- **T1.2.2.** Develop or revise street standards and design manuals, including cross-section templates and design treatment details, to ensure that standards support and do not impede Complete Streets; coordinate with related policy documents *[such as Pedestrian/Bicycle Plans, insert other relevant documents]*.
- Assess current requirements with regard to road width and turning radii in order to determine the narrowest vehicle lane width and tightest corner radii that safely balance other needs; adjust design guidelines and templates to reflect ideal widths and radii.
- **T1.2.3.** Make training available to planning and public works personnel and consulting firms on the importance of Complete Streets and on implementation and integration of multimodal infrastructure and techniques.
- **T1.2.4.** Encourage coordination among agencies and departments to develop joint prioritization, capital planning and programming, and implementation of street improvement projects and programs.
- **T1.2.5.** Encourage targeted outreach and public participation in community decisions concerning street design and use.
- **T1.2.6.** Establish performance standards with measurable outcomes to assess safety, functionality, and actual use by each category of users; include goals such as:

- By [2020], facilitate a transportation mode shift so that [20] % of trips occur by bicycling or walking.
- By [2015], reduce the number of injuries and fatalities to bicyclists and pedestrians by [__] %.
- Reduce per capita vehicle miles traveled by [__] % by [insert year].
- Provide a high proportion of streets ([__] %) with sidewalks, low design speeds, tree canopy, and street furnishings.
- Increase the miles of bicycle lanes and other bikeways by [__] % by [insert year].
- Increase the miles of sidewalks by [__] % by [insert year]

COMMENT: Other standards could include user satisfaction, percentage reductions in greenhouse gas emissions, and reduction in gaps in the sidewalk network.

- **T1.2.7.** Replace automobile level of service as a dominant determinant with multimodal level of service assessment criteria.
- **T1.2.8.** Collect baseline data and regularly gather follow-up data in order to assess impact of policies.
 - Collect data regarding the safety, functionality, and actual use by each category of users of the neighborhoods and areas within [Jurisdiction].
 - Track public transportation ridership numbers.
 - Track performance standards and goals.
 - Track other performance measures such as number of new curb ramps and new street trees or plantings.
 - Require major employers to monitor how employees commute to work.

Objective T1.3: Plan and develop a comprehensive and convenient bicycle and pedestrian transportation network.

COMMENT: Jurisdictions with existing bicycle or pedestrian plans may have already addressed the policy/action items under this objective. In such jurisdictions, it is not necessary to restate these policy and action items verbatim. Such plans should be reviewed, and, if necessary, revised to complement the Complete Streets approach. If existing plans address this objective sufficiently, a jurisdiction may

incorporate its bicycle and pedestrian plans with language such as: “The provisions set forth in the [Pedestrian/Bicycle Plan] are incorporated into this plan.”

For jurisdictions that have not developed a detailed bicycle or pedestrian plan, the policies and actions in this section provide a good way to begin addressing those needs in an integrated fashion.

- **T1.3.1.** Develop a long-term plan for a bicycle and pedestrian network that meets the needs of users, including pedestrians, bicyclists, public transportation riders, *[insert other appropriate users if desired]* and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.
 - Conduct a demand analysis for each category of user, mapping locations that are already oriented to each mode of travel and type of user and those for which there is latent demand.
 - For each category of user, map out a preferred transportation network with routes that will enable safe, interconnected, direct, continuous, and efficient travel from each major origination area to each major destination area.
 - Encourage public participation in community decisions concerning the demand analysis, preferred route network, and street design and use to ensure that such decisions: (a) result in streets that meet the needs of all users, and (b) are responsive to needs of individuals and groups that traditionally have not participated in public infrastructure design. Include pedestrians, bicyclists, individuals with disabilities, children and youth, families, older adults, public transportation riders, low-income communities, communities of color, and other distinct social groups, and their advocates. Establish ongoing advisory committees and public feedback mechanisms.
 - Identify and prioritize necessary changes in order to implement the preferred network; prioritize neighborhoods with the greatest need and projects that significantly alleviate economic, social, racial, or ethnic inequities.
 - Ensure that the networks provide ready access to healthy sources of nutrition.
 - Explore the use of non-standard locations and connections for bicycle, pedestrian, and public transportation facilities, such as easements, restored stream corridors, and railroad rights-of way.

- **T1.3.2.** Evaluate timeline and funding of the plan.
 - Assess the degree to which implementation of the plan can be coordinated with planned reconstruction of streets, development projects, utility projects, and other existing funding streams.
 - Develop funding strategies for addressing additional needs; actively pursue funding from state, federal, and other sources.
 - Explore imposing development impact fees and dedication requirements on new development to create paths and other Complete Streets infrastructure.
- **T1.3.3.** In collaboration with [*appropriate local and regional agencies*], integrate bicycle, pedestrian, and public transportation facility planning into regional and local transportation planning programs and agencies to encourage connectivity between jurisdictions.
- **T1.3.4.** Develop programs to encourage bicycle use, such as enacting indoor bicycle parking policies to encourage bicycle commuting, or testing innovative bicycle facility design.

Objective T1.4: Promote bicycle, pedestrian, and public transportation rider safety.

COMMENT: As noted for the previous objective, jurisdictions with existing bicycle or pedestrian plans may also choose to omit these items if already addressed in those plans and instead reference those plans.

- **T1.4.1.** Identify physical improvements that would make bicycle and pedestrian travel safer along current major bicycling and walking routes and the proposed future network, prioritizing routes to and from schools.
- **T1.4.2.** Identify safety improvements to pedestrian and bicycle routes used to access public transportation stops; collaborate with [*local transit agency*] to relocate stops where advisable.
- **T1.4.3.** Identify intersections and other locations where collisions have occurred or that present safety challenges for pedestrians, bicyclists, or other users; consider gathering additional data through methods such as walkability/bikeability audits; analyze data; and develop solutions to safety issues.

- **T1.4.4.** Prioritize modifications to the identified locations and identify funding streams and implementation strategies, including which features can be constructed as part of routine street projects.
- **T1.4.5.** Collaborate with schools, senior centers, advocacy groups, and public safety departments [*insert additional specific departments as appropriate*] to provide community education about safe travel for pedestrians, bicyclists, public transportation riders, and others.
- **T1.4.6.** Use crime prevention through environmental design strategies^{iv} to increase safety for pedestrians, bicyclists, and other users.
- **T1.4.7.** As necessary, public safety departments should engage in additional enforcement actions in strategic locations.

Objective T1.5: Make public transportation an interconnected part of the transportation network.

- **T1.5.1.** Partner with [*local transit agency*] to enhance and expand public transportation services and infrastructure throughout [*Jurisdiction*] and the surrounding region; encourage the development of a public transportation system that increases personal mobility and travel choices, conserves energy resources, preserves air quality, and fosters economic growth.
- **T1.5.2.** Work jointly with [*local transit agency*] to provide destinations and activities that can be reached by public transportation and are of interest to public transportation-dependent populations, including youth, older adults, and people with disabilities.
- **T1.5.3.** Collaborate with [*local transit agency*] to incorporate infrastructure to assist users in employing multiple means of transportation in a single trip in order to increase transportation access and flexibility; examples include, but are not limited to, provisions for bicycle access on public transportation, secure bicycle racks at transit stops, access via public transportation to trails and recreational locations, and so on.
- **T1.5.4.** Ensure safe and accessible pedestrian routes to public transportation stops; relocate stops if safe routes are not feasible at current location.
- **T1.5.5.** Work with [*local transit agency*] to ensure that public transportation facilities and vehicles are fully accessible to people with disabilities.

- **T1.5.6.** Explore working with [*local transit agency*] to provide travel training programs for older adults and people with disabilities, and awareness training for vehicle operators.
- **T1.5.7.** Explore creation of public transportation priority lanes to improve travel time.
- **T1.5.8.** Partner with [*local transit agency*] to collect data and establish performance standards related to these steps.

ⁱ Note that many types of accommodations for people with disabilities are mandated by federal law under the Americans with Disabilities Act.

ⁱⁱ A road diet is a transportation technique in which the number or width of lanes dedicated to motor vehicle traffic is decreased, often by combining the two central lanes into a single two-way turn lane, in order to create additional space within the right of way for features such as bicycle lanes, sidewalks, or buffer zones.

ⁱⁱⁱ Connectivity describes the directness of routes and density of connections in a street network. A street network with high connectivity has many short links, numerous intersections, and few dead-end streets. As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations.

^{iv} Crime prevention through environmental design (CPTED) involves designing the built environment to deter criminal behavior. CPTED aims to create environments that discourage the commission of crimes by influencing offenders to not commit a contemplated crime, usually due to increased fear of detection.